

Gaining in Popularity
'PRINZ LUDWIG'
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
For Case of 12 Dozen Pints
16.00.
Sole Agents:
H. Price & Co.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

DISTILLERS CO., LTD.
EDINBURGH
OLD TOM
AND
D. C. L.
DRY GIN
For Dozen \$8.50.
Sole Agents:
H. Price & Co.,
12, Queen's Road.

No. 13210

號三月八年五零百九千一英

HONGKONG, THURSDAY, AUGUST 3, 1905.

日三初月七年巳乙

PRICE, \$8.00 Per Month

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to certify that the **LAGER BEER** of Messrs **JOHN JEFFERY & CO.** of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MACWEN, FRICKEL & CO.,
Sole Agents.
Hongkong, July 4, 1905. 1815

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1878 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 7th instant.

Hongkong, August 2, 1905. 1481

NOTICE.

THE INTEREST AND RESPONSIBILITY of the Undersigned in the Business CARRIED ON under the Style of **THE MUTUAL STORE** at 25, Des Voeux Road Central and at SHA KEE STREET, CANTON, ceased as from the 1st JULY, 1905.

All Debts due and owing to the Mutual Stores up to the 30th day of June, 1905, will be collected by us.

All Claims against The Mutual Stores up to the 30th day of June, 1905, must be sent in to the Undersigned at 25, Des Voeux Road Central, before the 31st day of August, 1905, (otherwise they will not be recognized).

We take this opportunity to thank the numerous Customers who have accorded us their esteemed patronage in the past.

LIN WOO.

FRED. C. HOW FUNG.
Hongkong, August 1, 1905. 1482

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

THE OFFICES of this Company are now situated on the THIRD FLOOR of **HOTEL MANSIONS**, Peddar Street.

W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter.
Hongkong, August 1, 1905. 1477

NOTICE OF REMOVAL.

DRS MULLER AND JUSTI have REMOVED their Office and Consulting Room to **HOTEL MANSIONS**, 2nd Floor.

Hongkong, August 1, 1905. 1470

WANTED.

AN ENGLISH or EUROPEAN NURSE to go to Manila and take charge of an Infant. Must be experienced and of Middle Age.

Apply with references and full particulars as to qualifications to

M.

Care of 'China Mail' Office.
Hongkong, July 29, 1905. 1444

NOTICE.

THE Undersigned Resigned from the Equitable Life Assurance Society of the U.S.A. on the 10th inst. and is now Acting as AGENT for the **CHINA MUTUAL LIFE INSURANCE COMPANY, LTD.**

MONTROSE K. NEWMAN.
Hongkong, July 27, 1905. 1433

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE

and FIDELITY Guarantee Policies issued at Lowest Current Rates.

W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH IS 'BLACK & WHITE'

Supplied at all the Leading Clubs and Hotels, and to be obtained from **LANE CRAWFORD & Co.,** Queen's Road Central.

JAMES BUCHANAN & CO.
Sole Whisky Distillers.
By Appointment to
H.M. THE KING
and
HER MAJESTY THE PRINCE OF WALES

Supplied at all the Leading Clubs and Hotels, and to be obtained from **LANE CRAWFORD & Co.,** Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

LANE CRAWFORD & Co., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS:
KOWLOON BAY.
OFFICES & STORES:
No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. FOWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,936 tons, Captain J. J. Lonsdale.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 8 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. A. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).

Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

Canton-Wuchow Line.

s.s. SALMAN, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 588 tons, Captain G. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of **BUTTERFIELD AND SWIRE,**

Agents, **CHINA NAVIGATION CO., LTD.**

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINEERS.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:—6, DES VŒUX ROAD.

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

18

1

THURSDAY, AUGUST 3, 1905.

LATEST SIGHT PRESERVER.

French Scientist's Discovery.

The many users of spectacles will be interested in a discovery just made by a French scientist.

The invention is styled "the Isometropo Lens," and it offers many advantages over the optical glass now in use. It is without the greenish tint which the ordinary optical glass shows; and one can see more clearly through it. Again, the isometropo glass can be made much thinner than the optical glass, with the result that the focus is more spread, a considerable advantage to the eye. Further, the injurious violet rays are entirely cut off from the eyes by the isometropo lens, though not by the ordinary glass now in use.

A Morning Leader (London) representative witnessed a neat little experiment, which exhibited this latter advantage in a striking form. Specimens of the two kinds of glass were placed behind the screen of a Ron Ray apparatus. The isometropo lens showed quite black behind the screen, indicating that the violet rays had been stopped in transit.

On the other hand, the ordinary glass appeared quite transparent, showing that the violet rays had passed through it. These differences constitute a great advantage to persons suffering from defective sight; and these people will experience much relief from the invention. This is not the only advantage of the isometropo lens. Up to the present people with normal eyes, who wished to avoid fatiguing their eyes, had to glasses for their purpose. The new lens is said to supply the deficiency, and to give great ease and rest, on account of its entirely cutting off the violet rays. The isometropo is made from a combination of several substances by a secret process.

WHERE EVERYBODY IS ARRESTED AT TEN O'CLOCK.

Like a medieval city—in at least one respect—is the city of Sabana, in the "darkest" and wildest part of Old Mexico. A writer in the *Penny Magazine* says it is the one place in the Western Hemisphere where this curfew is not only rung every night—at ten o'clock—but where also the ancient law of the Curfew is persistently and relentlessly enforced. The city, a place of dome dwellings—that is, houses built of hardened bricks of mud—is in the northern part of the country, and is the capital of the State of Coahuila. In the centre of the city stands the "palace"—a dome house larger than any other in the place—of the Governor of the State. Around that "palace" the local police draw an imaginary circle, embracing an area about half a mile in diameter. This circle is called the "Dead Line," and that part of the city within the "Dead Line"—about one-half of the whole city—is called the Inner City. That inner City of Sabana might be compared to the inner city of Pekin, save for the fact that in Sabana the populace is admitted within the sacred area—during the daytime. It is within this Inner City that the law of the Curfew is stringently executed and so this is the one place in the New World where everybody who does walk abroad after ten o'clock at night is arrested. The enforcement of the curfew law in this Mexican city is the result, some say, of the fact that this part of Mexico is infested by bandits and outlaws, who are in the habit of raiding the town at night and looting the palace, always with a view to kidnapping the Governor and appointing one of their own bandit brothers as the ruler of the State. Others assert that the curfew law represents an organized system of blackmail on the part of the "military" police. That is, it is explained by stating that the Governor is always in arrears of the salaries and wages due to the soldier-police officials and ordinary soldier-bobbies. Sometimes the guardians of the peace are not paid at all during the entire administration of a governor. The matter of payment depends entirely upon the character of the man in the Governor's palace; and there is a change of men every few months. Now, the people who venture abroad after the ringing of curfew are called curfewites, and in order that the police may be paid somehow or other, the Governor permits the arrest of curfewites—and the arrested individuals usually pay the few shillings demanded, rather than suffer the inconvenience of being locked up overnight in a foul and infected jail.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED (IN LIQUIDATION).

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 15 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 15 minutes.
9.00 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 10.00 p.m.	Every 15 minutes.
10.00 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 11.00 p.m.	Every 15 minutes.
11.00 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.

Ask for TANSAN

A NATURAL MINERAL WATER Bottled at the Springs at Takaradzka,

by The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Bottles	\$6.50
Per Dozen Bottles	\$1.70
Per Case of 1.0 Spills	\$8.00
Per Dozen Spills	\$1.10

Crisp, Delicious, Invigorating.

Drink the World Renowned Nerve and Muscle Strengthenor.

THE Original and Genuine is J. Clifford Wilkinson's.

ACTS gently, Acts pleasantly, Acts beneficially.

NOTHING like it, for depressed Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can eclipse its popularity

TANSAN

Can be obtained at all 1st Class Hotels and Bars in the FAR EAST.

Beware of fraudulent IMITATIONS.

The only genuine TANSAN Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD, HONGKONG, June 3, 1905.

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16



TRADE MARK.

TELEPHONE No. 155.

CHAMPAGNES.

MOET & CHANDON 'Dry Imperial'

Per Case 1 Dozen Bottles.....\$37.00

MOET & CHANDON 'Dry Imperial'

Per Case 2 Dozen 4 Bottles..... 60.00

CHARLES LOUBET & Co., 'Extra'

Dry' Per Case 1 Dozen Bottles 42.00

CHARLES LOUBET & Co., 'Extra'

Dry' Per Case 2 Dozen 4 Bottles 45.00

BRANDIES.

J. & F. MARTELL'S 'Per Case \$25.00

Do. V.S.O.P. " 23.00

Do. V.V.S.O.P. " 49.00

Do. V.V.S.O.P. " 90.00

RARE OLD VINTAGE 1865 " 47.00

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

DEATH.
On the 2nd inst. at Atlantic City, New Jersey, U.S.A., WILLIAM HENRY RAY, formerly of Hongkong. (By cable).

MEMOS. FOR TO-MORROW.

Amusements.

9 p.m.—Performance at City Hall.

Miscellaneous.

Goods per Den of Crombie undelivered after this date subject to rent.

General Memoranda.

SATURDAY, August 5:—

2.30 p.m.—Auction of Japanese Curios, &c., at Mr. V. I. Remedios' Sales Rooms.

Register of Shares of Hongkong & Shanghai Banking Corporation, close from this date to 18th August inclusive.

Transfer Books of China Sugar Refining Co., Ltd., close from this date to 18th inst. inclusive.

MONDAY, August 7:—

Exchange Banks Close.

Transfer Books of Hongkong & Whampoa Dock Co., Ltd., close from this date to 21st August inclusive.

Goods per China undelivered after this date subject to rent.

TUESDAY, August 10:—

5.30 p.m.—Meeting of The Royal Hongkong Yacht Club, at Club Matched, Kowloon.

Goods per Candia not cleared at 4 p.m. on this date subject to rent.

TUESDAY, August 15:—

Noon—Meeting of Hongkong, Canton & Macao Steamboat Co., Ltd., at the Company's Offices.

SATURDAY, August 19:—

Noon—Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation, at the City Hall.

MONDAY, August 21:—

Noon—Meeting of Hongkong & Whampoa Dock Co., Ltd., at Co.'s Offices.

The China Mail.

HONGKONG, THURSDAY, AUGUST 3, 1905.

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

158

that the V. R. C. regatta will be forced to give way to the Hongkong Regatta, whose influence will be too strong for it to contend against, and will gradually become an event of the past. The V. R. C. depends mainly on the generosity of the public to supply prizes for its regatta, and up till now, as may be seen from the list of prize-donors, has always been successful. Will the public care to stand the drain of two regattas in this respect? We hardly think so. There is not room for two regattas here. Last year the assistance of the V. R. C. was sought for to ensure success to the Hongkong Regatta, and as much assistance as possible was readily given. The rowing boats of the parent club in the Colony were placed at the disposal of the Racing Committee, and the members of the V. R. C., by co-operating, also aided the Hongkong Regatta. Still, with all this assistance and other outside co-operation the Hongkong Regatta did not attain the same degree of success as did the V. R. C. Whether the public of the Colony were surfeited with the sport or not we cannot say; they certainly did not attend in the same numbers. In view of the circumstances we think that the Governor—whose love of sport would not allow him, we believe, to deliberately clash with another and recognised annual regatta—has been ill-advised with regard to this matter. Considering the efforts of the V. R. C. in the past and the assistance they rendered the Hongkong Regatta last year it would have been but just and courteous had the Committee of the Hongkong Regatta approached the Committee of the V. R. C. and either endeavoured to combine the two Regattas or, as the Governor stated last February, hold the Hongkong Regatta 'later on'.

THE VASCILLATING CZAR.

RUSSIA seems to delight in contradictions, or the Czar is so controlled by powers near the throne or bewildered by disaster at home and abroad that he finds it impossible to preserve the one state of mind for many consecutive hours. Once again we have a declaration that there will be a National Assembly. A clear declaration by the sort on two separate occasions, each time followed by a denial that there would be any departure from the old autocratic paths. And the result each time has been desperate and bloody conflicts between the masses and the classes. Recently we heard that the mobs were murdering all well-dressed persons, and later than that a cablegram informed us that displays of violence were general throughout the Empire. A clear declaration by the Czar in favour of reform is the only thing to disperse the cloud of terror hanging over Russia. Under existing circumstances hope finds no foothold, whilst discontent is allowed a whole continent to thrive in. All will remember what happened when a too liberal interpretation was placed upon the Czar's words before the Zemstvos conference. The wires of the world flashed the startling intelligence that at last the Russians had come into their own, but not many days elapsed before a second message declared that no such thing had happened. Official explanation put the damper upon democratic hopes, and the people who were ready to shout out with joy, or who had already shouted, were crushed by the announcement that no democratic parliament was intended and the autocratic rule must prevail. Back into the Slough of Despond they were thrown—and naturally there sprang up a more desperate anarchy. How much faith is to be placed in the intentions of the Czar to now allow a National Assembly is hard to say. Certainly little confidence can be centred in anything emanating from an Emperor who is at the beck and call of a strong bureaucratic party, and is never for a moment sure of his own mind or powers.

According to cable General Linivitch declares that 'all attempts of the Japanese to approach him have been unsuccessful.' Just so, the Japanese have been chasing him for 16 months.

Northern newspapers have had accounts of a Mr. Bennert being ruined in one of the treaty ports by a Chinese boycott. A 'Belitaher' writes a letter to a Shanghai contemporary in which he says some true things. 'Our officials are worse than useless' he states. 'It is high time the British public made the Government understand that we are being humiliated in the Far East and shall soon become a by-word. In the meantime Mr. Bennert should be supported by all foreigners: he is fighting their case in the interior, and financial help should be sent him if he needs the same. I shall be glad to contribute £25 if you open a fund. This case is a good comment on the American exclusion claims. While the Chinese are howling about the injustices they are suffering they are at the very moment 'hauling' a foreign firm out from the interior but a foreign Treaty Port. What is the China Association doing in the case? It was supposed this Association was founded to support British interests. Here is a concrete and serious case demanding immediate assistance. It is to be hoped they will wire the British Minister and Bennert at once and take up the case vigorously.'

LOCAL AND COAST NEWS.

In yesterday's issue we inadvertently stated that the Hon Capt. Barnes-Lawrence is going Home on leave. The Harbour Master goes to Japan for a trip.

A small Chinese boy was fined \$30, at the Magistracy, this morning, for committing a breach of the Gambling Ordinance by announcing the result of the Teafa Lottery to two men in the street at Yau-mat.

A quarrel that has been going on for some time past between Government and private coolies employed in sanitary work came to a head at Yau-mat this morning. It appears that formerly the work in question was performed by private coolies, but recently had been taken over by a Government Contractor. The former, however, disputed the latter's authority and consequently many quarrels have occurred. This morning at Yau-mat one of the Government Contractor's men entered a house at Yau-mat, when some of the private contractor's employees followed and dragged him down the stairs. On getting outside of the house, however, the balance of power was with the Government men and two of the attacking party were taken to the police station. They came before Mr. G. N. Orme, at the Magistracy, this morning, charged with assault and intimidation and were sentenced to six weeks' gaol without the option of a fine.

At The Theatre.

At the Theatre Royal last night the Bandmann Company gave a performance of 'Sergeant Brue' but the piece did not offer many opportunities to the members of the Company. To-night 'La Poupée' will occupy the stage and to-morrow night 'Venonique' will be played.

An Efficient Colonel Gone.

Colonel Western, C.B., Royal West Kent Regiment, who left for Home by the Empress of China yesterday, has severed his connection with the service, his command having expired. He retires after having worked his command up to a state of efficiency second to none in the Army.

A newly discovered property of radium is the complete neutralising of the poison of the viper in an exposure of from fifty to sixty hours.

Casey: 'An' who'd die you name th' baby after th' Czar?' Hoolligan: (Who has rightly tramped the floor with 'babs' in his arms) 'Well, he don't know a darned thing about anything, still he's th' boss.'

Tax on Amusements.

Russia has probably the most curious tax in the world. It is called the 'amusement tax', and was instituted a year or two ago to found an institution for the poor, under the title of the 'Empress Marie Foundation'. The tax is laid upon every increase in the price of amusements. Already more than 1,000,000 roubles have been raised in that way.

A Mammoth Reek.

The quarrying of a 1,000-ton stone was successfully carried out in the Island of Portland a few weeks ago, in the King-barrow quarries. The method adopted was the cleavage method, by means of which the rock is split and wrenched from its natural bed as it stands intact. About forty 'pits' were scored in the top of the rock, ranging from 18 in. to 24 in. in length, and into each of these were inserted two 'pigs' of iron. Throughout the whole length of the 'pits' about 170 large iron wedges were firmly driven between the 'pigs' of iron. At the right moment forty-two men, using sledges weighing from 12 lb. to 14 lb. each, began striking simultaneously, there being one man to four wedges. A very faint crack along the surface soon developed, and eventually the huge rock was completely severed from the massive hold after a laborious task of four and a half hours. The piece measured 105 ft. long by 20 ft. wide by 12 ft. deep, and its weight is computed at 1,600 tons. This is believed to be the largest 'ream off' ever accomplished in the Portland quarries.

CHATHAM Island, off the coast of Ecuador, South America, abounds in cats, every one of which is black. These animals live in the crevices of the lava foundation near the coast, and subsist by catching fish and crabs instead of rats and mice.

STEARN'S WINE OF COD LIVER OIL is the greatest strengthener of the liver. It is a standard remedy in all civilised countries for its superior qualities have made it world famous.

Prominent West India Merchant Cured His Daughter of a Threatened Attack of Pneumonia.

SOME time ago my daughter caught a severe cold. She complained of pains in her chest and had a bad cough. I gave her Chamberlain's Cough Remedy according to directions and in two days she was well and able to go to school. I have used this remedy in my family for the past seven years and have never known it to fail, says James Pendergast, merchant, Annapolis, Md., U.S.A.

For sale by All Dealers: WATKINS & CO., Ltd., General Agents.

BY TELEGRAPH. BY TELEGRAPH.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

RUSSIAN NATIONAL ASSEMBLY.

Shipping.

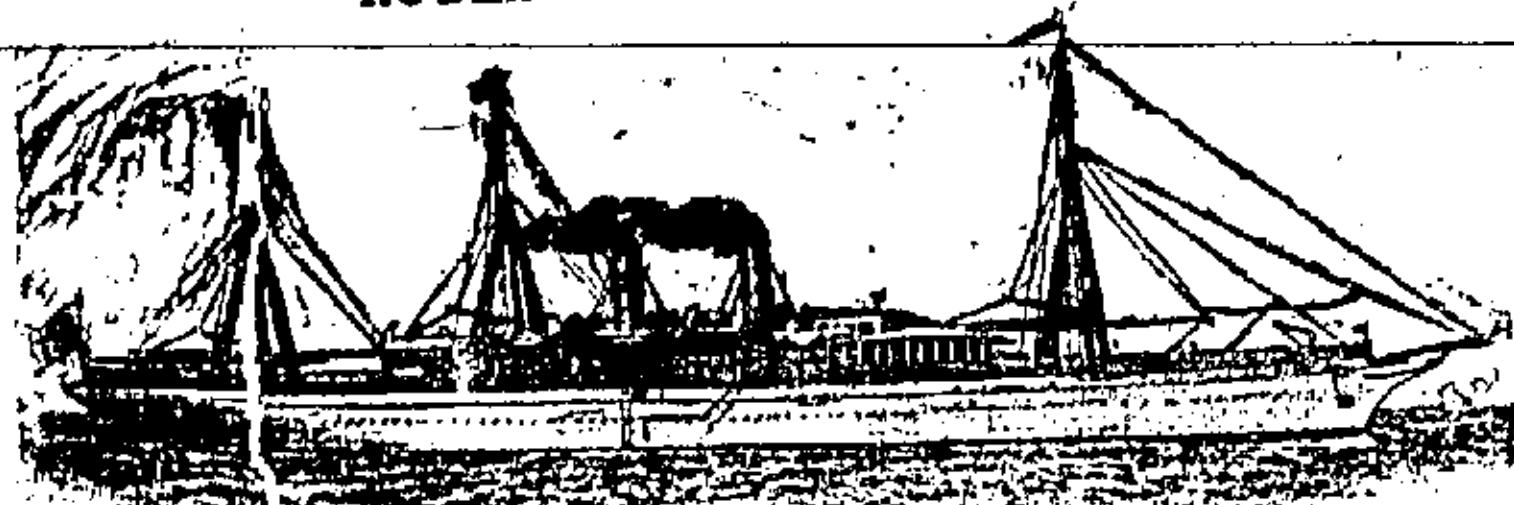
PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

PORTS	VESSELS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via S. PANG, C. 180 and Port Said.	FORMOSA	About 4th August.	Freight and Passage.
YOKOHAMA, Via S. PANG, C. 180 and Port Said.	CANDIA	About 5th August.	Freight and Passage.
SINGAPORE & BOMBAY.	MAGAZON	About 8th August.	Freight and Passage.
SHANGHAI.	BENGAL	About 10th August.	Freight and Passage.
LONDON & C.	COROMANDEL	About 12th August.	See Special Advertisement.

* Calling at Penang & Colombo if sufficient inducement offers.
For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

U.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).
R.M.S. ATHENIAN, Com. S. ROBINSON, R.N.R. 3882 Tons WEDNESDAY, Aug. 9.
R.M.S. EMPRESS OF INDIA, Com. E. BETHAM, R.N.R. 6000 Tons WEDNESDAY, Aug. 23.
R.M.S. TARTAR, Com. W. DAVENPORT, R.N.R. 4425 Tons WEDNESDAY, Sept. 13.
R.M.S. EMPRESS OF JAPAN, Com. H. PETER, R.N.R. 6000 Tons WEDNESDAY, Sept. 20.
R.M.S. EMPRESS OF CHINA, Com. R. ARCHIBALD, R.N.R. 4000 Tons WEDNESDAY, Oct. 18.

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 282, Intermediate on Steamers, " 240, " " 242, and 1st Class Rail, " 240, " " 242.

THE magnificent 'EMPEROR' STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Booklets, Rates of Freight and Passage, apply to

CORNER PENDER STREET AND PRATA, Opposite Blako Pier.

Hongkong, August 2, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. Tons. Captain. To sail at DAYLIGHT ON.

ARABIA 4488 METZGER Aug. 12, 1905.

ARAGONIA 5198 SCHULTZ Sept. 1, 1905.

NICOMEDIA 4370 WAGMANN Sept. 25, 1905.

NUMANTIA 4370 FELTMANN Oct. 14, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, July 24, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE Co.'s s.s. For Leaving

* DANIN MARU, Capt. H. OHTA, TAMSUI, Via SWATOW AND AMOY, 8th Aug., 8 a.m.

THE CHARTERED S.S. For Leaving

PROTEUS, Capt. KRABBE, TAMSUI, Via SWATOW, 8th Aug., 8 a.m.

* PRITZKE, Capt. KRABBE, SHANGHAI, Via SWATOW, 8th Aug., 10 a.m.

* PROMISE, Capt. KRABBE, AMOY, Via SWATOW AND SWATOW, 8th Aug., 10 a.m.

* OLARA JENSEN, Capt. KRABBE, SHANGHAI, Via SWATOW, 8th Aug., 10 a.m.

* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 31, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. To sail.

TREMONT 3606 T. W. Galt Aug. 8.

HYADES 3763 Geo. Wright Aug. 16.

LYRA 4417 G. V. Williams About Sept. 10.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The two new s.s. Shamout and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo stored in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, July 22, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

GLASGOW AND LIVERPOOL.

